



RUNWAY SAFETY BULLETIN NO. 11

(SPECIAL EDITION)

October 24, 2003

TO: Part 139 Certificated Airports

**FROM: Regional Runway Safety Program Manager
Southern Region**

Reducing Vehicle/Pedestrian Deviations is Your Responsibility!

Despite our initiatives, aggressive training, and increased resources to reduce Vehicle/Pedestrian Deviations (VPDs), it is unfortunate that FY03 ended with an increase in VPDs. While some of these deviations were unavoidable, the majority of them could have been prevented. Therefore, it is imperative that airport operators are vigilant in their efforts to enhance airport users' safety awareness levels through training and education. The purpose of this bulletin is to provide some examples of VPDs that actually occurred across the Southern Region during FY03. It's our expectation that airport operators may identify with some of these and share their lessons learned and best practices to develop solutions. We want to transport these best practices to all airport organizations to be implemented into the training curriculum. To ensure that everyone is aware of these occurrences is the first step to reducing and eliminating VPDs.

After reading the following scenarios, please ask yourself: "Can this happen at my airport?"

EXAMPLE #1

Air Traffic Control observed a pick-up truck enter a taxiway from the FBO ramp without authorization. The vehicle proceeded down the taxiway to the approach end of the runway and continued to cross the hold-short lines, stopping just short of the runway. An aircraft was on its departure roll at the time, but had already lifted-off before reaching the vehicle. The truck turned around and headed back for the FBO ramp. An airport safety vehicle immediately intercepted the truck and escorted it off the field. It was later determined that the driver of the truck was trying to reach a corporate hangar on the other side of the airport. Apparently, an FBO employee opened the gate to allow the truck access to the airfield. (Was entry onto the AOA authorized or necessary?)

EXAMPLE #2

ATC spotted two pedestrians standing on an active runway and alerted the airport. Airport OPS personnel quickly responded and removed two children from the airfield, who had gained access to the airfield through the FBO. Upon being questioned, it was learned that their father was a regular general aviation pilot and user of the airport. The children were not familiar with airport operating area procedures. (Was the signage/airfield familiarization adequate?)

EXAMPLE #3

An airport operations vehicle, followed by three vehicles including one towing a portable lighted X, was given authorization from ATC to proceed out on the airfield for a scheduled runway closure. However, the runway was still opened and ATC advised the vehicles to hold short for an arriving aircraft on an intersecting runway. The vehicle with the lighted X ignored the instruction, assumed that the runway was already closed, and proceeded up the runway with the X in tow. The aircraft landed safely on the intersecting runway without incident. (Was communications clear?)

If you have any safety concerns or recommendations, feel free to call us at **(404) 305-5557**, or e-mail us at 9-ASO-Runway-Safety@faa.gov.

Sincerely,

A handwritten signature in cursive script, reading 'Anne B. Cohen'.

